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Editorial

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TEMPUS FUGIT...It certainly does.It seems only two days ago, not two months, when I wrote the last editorial.We still do not appear to be nearer to solving the U.F.O. problem, but at least things are moving for Y.U.F.O.S.A U.F.O. Sighting card index has been started, many ufo reports from the past are being unearthed by "relentless" members digging into newspaper archives etc., and more members are coming forward who wish to be actively involved, and not just sitting on the sidelines.This after all, is what is needed if we are ever going to find any answers.

I would like to thank all members who have passed on material for this issue, and would remind other members that articles, ideas and thoughts are needed for future editions.

Finally as this is the last journal for 1982, on behalf of all those connected with the running of the journal, I would like to wish all members a MERRY CHRISTMAS and A HAPPY NEW YEAR.

N.M. Editor.

Many British Ufologists and investigators over the last four decades have taken comfort from the fact that in this country we are not plagued by aircraft or balloons displaying large illuminated advertising signs that are so very common over the United States for example. Many books on UFO's originating from these shores often include reports from witnesses who have seen one of these bright and often misleading sights in the night sky and immediately (thought them to be a UFO. Imagine how hectic it would be if this country were to allow such advertising, and what it would mean to UFO organisations up & down the land. Investigators would throw up their hands in horror at the mere thought, report forms would have to be amended and sceptics would have a field day, "well," they would say, "what you saw was an advertising plane!" Well, the nightmare is no longer that, reality has dawned, and we are about to enter the "aerial advertisement" age.

David Shearing of the Yorkshire Post recently reported on this prospect, and his story should serve as a true warning to everyone involved with UFO's in this country.

"COMMERCIAL BREAK IN THE CLOUD"

A new Battle of Britain is in prospect, fought with small captive balloons and aircraft banner-streamers. Changes in the law on "aerial advertisements" announced by the Government recently mean that commercialism can return to the skies.

In the aeronautically hopeful, "flying circus" atmosphere of the 1930s, balloons and banners were a feature of life in Britain. But the practise declined after the war and was reduced to almost vanishing point by the effect of legislation in 1960. Twenty years on, and with the light aircraft industry badly needing extra business in the depths of a recession, there have been pressures for the legislative clock to be turned back.

These pressures have been matched by a sympathetic attitude from the present Government. As long ago as November, 1980, Norman Tebbit (at that time Parliamentary Under-Secretary at the Department of Trade) was saying that the aviation industry generally was over regulated and should be liberalised. A review of regulations was set in hand, and Mr Tebbit's successor, Iain Sproat, was able to announce to the Commons on July 29 that "the current ban on advertising by means of small captive balloons and banners should now be relaxed."

Mr Tebbit, now promoted Employment Secretary, will doubtless provide a powerful Cabinet voice in favour of the move, amending regulations which will be laid before Parliament as soon as possible. At present it is technically illegal to use balloons and aircraft streamers for direct purposes of advertising. Such devices may be used to attract attention so long as there is no message. One large captive balloon in West Yorkshire simply carries the words "Tyres and Exhausts," for instance; another bears the legend "local garages." Once the law is changed, it will be possible to use balloons and streamers for hard-sell advertising of the "Eat at Joe's" variety.

In practise, the Department of Trade for some time has been taking a tolerant attitude of such messages. With the law due to be altered, the authorities have not been over-anxious to press for prosecutions about violations of the code.

A definitive change in the rules ought, however, to open up a vein of advertising business - a prospect which delights advertising agencies and the manufacturers and operators of light aircraft alike.

A spokesman for the Institute of Fractitioners in Advertising commented; "The new regulations will be very welcome. We do not anticipate balloons and banners of ever taking the place of, say, TV and the Press as advertising media. But there will be considerable interest among some advertising agencies, and it will be useful to see how the public responds."

The public is already responding, not always favourably. Some critics tell chilling stories of how balloons and streamers have cluttered up the skies in other countries. David Holbrook, a Fellow of Downing College, Cambridge - and a former lecturer at the University of Hull - said: "Once, in the United States, I saw a light aircraft towing a huge pair of trousers with the retailers name and price tag attached. I remember thinking, 'Well, that is something that could not happen in Britain.' Now it seems that it may."

Environmentalists generally are becoming concerned. Clive Lord, prospective Ecology party Parliamentary candidate for Batley and Morley, said: "This sort of thing can easily turn into a threat to the environment. Anything which could tend towards an extravagant use of resources must be watched, though at present I feel there are more important forms of pollution to consider."

Safety is another factor weighing in some critics' minds. Lord Ashby, a Fellow of the Royal Society, commented: "I have seen aircraft towing banners in other countries at what seemed to be dangerously low heights. I wonder if this problem has been properly discussed."

A Department of Trade spokesman said: "No safety risks are expected. All aircraft used in these sort of operations must conform to the agreed Civil Aviation Authority standards and rules."

Neither will there be undue risk of vulgarity and intrusiveness in airborne advertising, according to the General Aviation Manufacturers and Traders Association (GAMTA). A.B.J. Forman, GAMTA's chief executive, said: "We are working on the third draft of a carefully planned code of conduct which will ensure that aerial advertising will be honest, decent, and responsible. There is no question of balloons and aircraft banners blackening the skies like locusts. We are in constant touch with the Department of Trade, who must approve our code of conduct before aerial advertising goes ahead."

Manufacturers and light aircraft operators see the change in the law as a golden opportunity, perhaps even a lifeline. "Things are hard in this industry and are going to get harder before the coming winter is through," said Mr Forman. "Operators cannot afford to leave their aircraft on the ground one hour more than they have to. A crop spraying aircraft, for example, may have to remain idle in between crop seasons. Aerial advertising ought to provide some much needed interim business. But the critics are unconvinced. Lord Ashby, reiterating his doubts, said: "It seems to me that this is giving the sky, which ought to be common property, over to private enterprise. If somebody uses my sky, as a citizen I want to have something to say about it."

9.40p.m. Wednesday 15.4.81. UFO sighting Idle, Bradford
A Personal Viewpoint
by
Graham Townsend

It is over a year ago now since I saw my first UFO, time for a comment! Time passes very quickly indeed and I think I can truly say I have never been as engrossed in any subject as the UFO, but are we nearer to an answer? Perhaps we are, but when you think you have answered one question then another arises. I don't think I have ever known a more frustrating subject or such an interesting one.

This in fact sums me up as a person, interested in many subjects, both technical, natural, human & religious, a typical Genini, but that's another story. If my interest is taken with something then I will research it as much as possible in order to gain as much information and knowledge on that subject, and so with the UFO.

I have lived all my 39 years in the small town of Idle, which lies within the boundary's of Bradford. I enjoy the place because you have the variety of both town & country, of which I have walked round its boundaries and know very well, in all its climatic changes, rain & shine, day and night. Therefore I think it true to say I am a very observant person, with an eye for detail, that could tell you that the electrical shops window was'nt broken yesterday, or the first robin was seen today, or a strange jet aircraft was seen & heard last night at 10.00pm going west to east, probably military, something out of the ordinary to the local aircraft that one becomes accustomed to, living close to Leeds & Bradford airport.

Also my working life is geared to investigations of a kind, being for many years involved with quality control (investigation of faults) in the textile industry, which requires knowledge of process and materials in the industry using laboratory equipment, both physical and chemical, for determination of faults. Data is required to be recorded and analysed in a statistical manner, therefore, this lads no fool! Okay, what's all this leading up to you are probably asking yourselves - Graham Townsend, this is your life? Well no, not quite that famous - yet! But I think background to a person is important, to put us in the mood as it were to examine my UFO encounter, which personally I think was a gem, having not read, seen, listened to and compared books on the subject prior to the sighting, I have seen & read much since, and form that view.

I HAVE come across the subject of UFO's before, but was always sceptical of the stories and photographs for some reason, believing that they were probably (and still are) mostly misinterpreted objects. They were not quite so factual as astronomy or space exploration of which I thought the moon shots and planets/space probes were superb, and to have coloured television of such high quality still has my admiration. Much has happened since I went out of my house that first night and saw the very first artificial satellite. It was quite a thrill to see a "moving star" and I can remember it well, also moon & solar eclipses. Now share my feelings & description of the UFO I saw with some friends of mine.

There we were, a very close friend of mine with his son, minding our own business, leading normal lives, just calling in at Idle cricket club to pay our annual subscriptions on the Wednesday evening of 15.4.81. With our business concluded, and knowing that children had to be out of the club for 9.30pm, we duly vacated the club and went out into the calm, cool, moon and starlit night.....

We were all walking towards the top exit of the cricket field, close to where my car was parked, my friend Kevin was in front, I came next and as usual his son Andrew was lagging behind. It was a good job he was, and to him we shall all be ever grateful, because he saw the UFO first.

Idle cricket club has a good panoramic view over the Aire Valley towards Horsforth and the Leeds & Bradford airport at Yeadon looms on the horizon. Thorpe Edge housing estate lies on the immediate lower slopes of the valley. Apart from it being a clear star clustered night, I believe Saturn & Jupiter were in close attendance (no doubt this can be verified by astronomical records). There were no street lights, and no obstructions i.e. buildings, power lines to stop us from witnessing the event. None of us wore glasses, but we did not carry binoculars.

"Whats that funny light up there?" asked Andrew, drawing my attention to a red oblong spark of light in the sky looking toward Horsforth and approximately quarter of a mile away. The light then became a red ball, and then yellow. It seemed to be over some trees on Thorpe Edge housing estate, just beyond the cricket club boundary, in the northeast. As soon as I saw it I knew that I had not seen anything like it before (or since) and at once shouted to Kevin to come and have a look at this strange light. We stood there dumbfounded, and now I give my description from the moment I saw it.

It was by far the brightest object I have ever seen in the night sky. I have seen the full moon of course, stars, satellites, planets, meteorites. The nearest I can compare it to is the sun, a definite source of its own energy, but not as big, about a quarter the size of a full moon, yet still quite a size! It appeared to be about one thousand feet in altitude, quarter of a mile away, and 20 - 30 feet in diameter. Its colour was a beautiful pale yellow (not bluish as most stars & the moon) and took on the shape of a ball, sphere or globe of light. At the same time there were points or spikes (thick, going to a point away from the object) of white light around the object. There was only one point of white light visible at one time. At one second intervals one point disappeared, and another would appear at random around the yellow ball of light, but at evenly spaced distances (very difficult to describe on paper). Then, the whole object, yellow ball with white points of light either disappeared or moved very fast from one place to another in an area of sky some few hundred yards in length. These movements were in a straight line, but did not seem to form any pattern, but in random would go up & down, side to side, diagonal or a mixtur of all three.

Absolutely incredible. I was already trying to think to myself, 'What on earth is this object? - is it man made, and could it be an aircraft, helicopter or balloon? - no, cant' be, far too sophisticated.' Just fantastic. 'Perhaps some natural phenomenon? - energy ball, but with points of white light, moving at random?' Yet the movements were precise, even hovering from second to second as it moved, like something out of Star Wars..? But it was there. We WERE watching it! If someone else had told us, we would not have believed it.

Then, the points of white light stopped going on and off around the edge of the yellow ball of light, and it too stopped shooting around the sky. Now, it was just a yellow ball of light, but its size, shape & brightness remained the same. Slowly, it started to move toward us on a fairly straight course, but just dipping and rising slightly. It passed quietly, very quietly, absolutely silently above us and moved off at a constant speed of about 50mph. Quite slow really, slower than a plane I would say, but obviously quicker than walking pace! For some reason, I kept asking myself, all the while this was going on, do you see a yellow ball of light, points of white light around it? You could have heard a pin drop..I asked loudly the same questions to Kevin & Andrew.

Both of them agreed my general descriptions, size, distance, shape etc. It moved off in a southwesterly direction towards Bradford City Centre and was still very bright. Kevin is an Air Travel Office manager, and he remarked that as the object drew away from us there was still no noise, unlike what you would expect to hear if you were observing an aircraft in similar circumstances. The whole sighting occurred in five minutes from start to finish, perhaps less, but not more. It does in hindsight seem much longer when one looks back over what one has seen, but that is how long it was.

That object to me was awe-inspiring. I even felt a bit religious observing the beautiful colour, its strength of light or energy. It seemed on a higher level of intelligence, not a man made type of object. If it had landed and Jesus Christ or his angels had disembarked I would not have been surprised. It just had that feel about it to me. We actually did not see a solid object as such at any time, just this ball of light. You could not see through it however, and as it passed over it shimmered, and the edges were fuzzy. It was certainly memorable and I am sure I will never forget it.

All I wanted to do when it finally disappeared was to tell somebody about it. Why I did not follow it in my car I don't know, I didn't think to. Why we didn't rush into the cricket club and drag everybody out to look at it I don't know. We were just so dumbfounded. In hindsight I suppose we could have done those things, but at the time, well, you just don't think. One man walking up toward the club at the time did actually see all that we did, but then asked us what it was, of course we couldn't begin to answer him. He carried on in to the cricket club quite unmoved, as if it had been an everyday event! I suppose we are all different!

I rang Radio Pennine afterwards but only got an answering service, and then tried Leeds & Bradford airport, hoping they may have seen something on radar, but a duty officer told me that their control tower closes at 9.00pm on an evening when there are no further evening flights.

Anybody out that evening within the LdL area, or even better, further away, Shipley, Bradford etc, must, if they looked skywards at all, have seen this object. I visited the Telegraph & Argus. I felt a bit of a fool, but wanted to TELL somebody about my sighting and hoped that others may have seen the object. Pennine Radio heard my story, but nothing came of it. The next evening the paper ran my story, and the article I had hoped to see appeared a few days later. A man & wife, living on the Thorpe Edge estate had written in reply to the original article stating that they too had seen the object. I arranged to visit the couple and sure enough, they described the UFO similar to us. A bright ball of yellow light, like a fire in the sky. They observed it coming towards them, viewing it from a top flat window, which tied up with our fairly low altitude. They thought it was a helicopter with a searchlight on the front at first, but then as it passed their window they realised there was no sound. They were quite used to seeing & hearing local flights in and out of Leeds & Bradford airport. They could not explain the sighting either. Through this couple I learned of another woman who worked at a local childrens home who had also seen the object, but when I attempted to see her she was unfortunately out. However, the children confirmed that she had seen a strange object that particular evening.

We are grateful to Graham Townsend for his personal view of this very interesting sighting, done in a manner which allows the reader an opportunity of having an insight into the witnesses personality, as well as providing us with a detailed account of the sighting itself. A further passage will conclude this report in the next journal. Editor.

What Do You Think ?

Further reflections on the 1947 "ROSWELL INCIDENT", produce more food for thought, because of the progress made in the undoubted skill of the investigator in sorting out the wheat from the chaffe.

One certain book author, who shall be nameless, inferred that the Roswell Incident was a hoax. On reflection, one is bound to say, that the factor which raises a doubt in ones mind is that since the removal of the "Flying Disc", nothing further has been revealed regarding size, shape or internal contents etc.

It is certainly difficult to believe that it was totally impossible for some newshound, to fail to produce any evidence after the event, that would prove or disprove the whole happening, unless, in the same context as would apply in this country, any release of information would be considered as a contravention of the "Official secrets act".

Could we possibly enlarge on this theme of the virtual disappearance of the U.F.O. We could I suppose, pose a very pertinent question in the light of each countrys military activities over the past decade. If there really was or is a Roswell Incident, then it is certain that the U.S.A. would keep the object tightly under wraps, in an attempt to unravel its secrets, and certainly keep those secrets from the U.S.S.R. The security would be so tight, a fly would not be able to get through. Hence, for the moment, the mystery must remain a mystery.

Let us therefore move into an area which provides the most food for thought, namely, photographs of U.F.O.S. Until just recently, we have had to accept (some times with tongue in cheek) that a particular photograph has been classified as a true sighting because the investigators having investigated and the photographers (some amateur and some professional) having produced photographs, have arrived at the conclusion that the object concerned is a genuine U.F.O. Let me say at once, that the integrity of our investigators is of such a high standard that they will not okay an incident without the most rigorous examination. However, new techniques are now being used to determine the truth or falsity of photographs, and the results are fascinating.

One photograph of a U.F.O., taken one evening in May 1950, in Oregon U.S.A. and which received a certain amount of scepticism, has been analysed by a new computer evaluation with astonishing results, and the sighting has been pronounced as genuine.

I leave you with this thought, that if this method of photo evaluation becomes universal throughout the world, then maybe it will remove the ridicule we have suffered for so long, and make the business of U.F.O.S. a thought provoking reality.

Perry Green .

In Volume 1 No 4 of our YufoS Journal, Graham Birdsall, the co-ordinator of the society, wrote an article dealing with the terrible D.C.9 disaster over the infamous 'Triangle of the Damned' - based on a BBC Panorama programme. Our senior research officer has read the article, which he finds, along with our magazine, most interesting. He has found it necessary to make several comments about the article, and we are grateful for the following contribution, the first, and we hope not the last, from our friends at Data Research.

..."Firstly, regards the mag article, and the DC9 disaster. I don't agree with some of the facts. The Flogger, or Mig 23, has not really got the range to have been in the area of combat. The combat range is usually about 550 miles and the Libyans rarely use extra tanks, as this limits what arms are carried.

The Foxbat, or Mig 25, is more or less the same, but has a 700 mile range. The point of impact is just over 400 miles from the nearest base in Libya, making it over 800 miles. The most likely aircraft to have been used would have been the Mirage III, which has the range and does carry two air to air missiles.

Secondly, missiles can be fired by accident and there have been quite a few recorded incidents. Several have occurred with F111 aircraft, when the computers have gone wrong. Thirdly, the Foxbat aircraft used by Libya are photo recon and trainers. Finally, a few more comments on the above.

There were at least three persons on the aircraft who could have been targets for someone, including a mafia expert. It has been said by many experts that the most likely cause of the 'accident', was a hit by a missile, but one fired by a NATO aircraft, as a large exercise was on at the time. In fact pilots had been warned of this exercise beforehand, and to be on guard against intrusions into the air corridors by fighters. Also the pilot of the DC9 did not keep to the 25,000 feet and had reported instrument trouble. Incidentally, the Mig 23 which crashed on the mainland is understood not to have had enough fuel to return to Libya - whether that's true, I'm not sure, if it was spying, then it would have had added fuel tanks, which are not very satisfactory with this particular aircraft, for in Russia they have had a lot of trouble with, extra range fuel tanks.

I honestly don't believe Libya were involved nor do many experts, perhaps it was the easiest excuse for their own error." Derek Mansell.

Graham W. Birdsall replies: I am indebted to Derek for his comments, and not too surprised that he has come up with this information, after all, he served in the New Zealand Air Force, and does like to keep up to date with anything involving aviation. Much of my article was of course gleaned from the Panorama programme, and other snippets came from an old "Titbits" magazine and paperback. Ever sat in front of a video recording for 2½ hours jotting down notes? I recommend you don't try! It does however, give one a chance to delve over a particular story that is put into print, so had I not done the article, Derek's letter may never have been written. I would make just one point where I differ with Derek. Too much emphasis is put on the range of aircraft. Since the Falklands war, where re-fuelling took place on an incredible scale, it may not have been beyond the drift of the Libyans to attempt something similar, particularly if their minds were set on carrying out this terrible deed.

BOOK REVIEW
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MISSION
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BY PATRICK TILLEY
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SPHERE BOOKS
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After reading Patrick Tilley's last novel, Fade Out, about man's first contact with an alien intelligence, which I class as one of the best fiction stories I have read, I was pleased to see a new novel by Patrick Tilley on the bookstand. I purchased the book (Mission) there and then, without even reading the brief synopsis on the back cover.

The story starts on Easter Saturday, and revolves around a 35 year old man who suddenly appears in a Manhattan alleyway. He is naked, has a two inch stab wound below his rib cage and has nail wounds in his hands and feet. The man is rushed to Manhattan General Hospital by a mysterious ambulance, whose two crewmen later disappear from the scene. The body is dead on arrival at the hospital, where it is examined by doctors, but later, after signs of life have been detected, the body disappears leaving just a smear of blood.

The two main characters who become involved in the strange unfolding story are Dr. Miriam Maxwell and her boyfriend Leo Resnick, a lawyer. (Both are Jews) The body, as you may now have guessed is that of JESUS CHRIST, who has come forward in time by two thousand years and is seven thousand miles away from Jerusalem, where he was crucified.

The figure of Jesus Christ reappears a few days later to a very startled Leo Resnick and begins to relate a fascinating story of how and why he is here today. The answers he gives to Leo's questions at first seem inconceivable but as the conversations go on, Leo gradually accepts the inevitable.

I am not going to go into all the detail of the "plot", suffice to say that it involves alien races, the force of good and evil, the history of the earth, space, time travel and would you believe, an explanation of all U.F.O. sightings from the year dot.

Unfortunately, I feel that this book may upset people of strong religious beliefs, because some of the things said in the book shatter all conventional biblical history as we have been taught by the church in the past. I myself hold no religious beliefs at all, but after reading this book, I have found myself looking up various passages in the Bible to check on the authors statements. The book left me feeling that there is a lot more to life than we think about, a corny statement I know, but it is true.

I do not necessarily agree with all that is said about time, space and the origin of the U.F.O. in the book, but it is thought provoking all the same. If you read fiction at all then I can recommend this book, even if like me you do not agree with all that is said in it, you will find it a rewarding experience.

I can also recommend Patrick Tilley's other novel which I mentioned at the beginning of this page--FADE OUT---. Although ufos as such are not mentioned, the story tells how modern man would react to the presence of an alien craft which shuts down all communication links worldwide and then proceeds to nullify all electrical currents above two hundred and fifty millivolts, the current used in the brain.

Both these novels will leave you thinking about life in a new light after you have read them. They certainly did to me, which after all, I think is the reason for reading anyway.....

Both books are published by SPHERE BOOKS LIMITED.

Nick Morris
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UFO REPORT

Date: Friday 15th October 1982

Location: Main Skipton-Graceo road. B6265. Map Ref. 969588 Sheet No 103.

Investigator/Witness: Mark I. Birdsall

At approximately 01.19, myself and three other colleagues observed a strange oval light travelling towards Skipton, North Yorkshire. Although the exact location can only be determined by a future daylight visit to the area, the map reference given is thought to be around the visual area.

We had pulled our vehicle into a very dark lay-by, the outside temperature was quite cold, Orion was clearly visible and just above the horizon. I stepped out of the vehicle to observe the night sky, whilst the others remained inside.

The actual lay-by itself is set deep into lonely hillside and away from any towns or villages. I noticed what at first appeared to be an approaching plane. But having been puzzled by its very slow and at times jerky motion, called to the three others to take a look. All four of us then were now observing the object. One of the witnesses described it as a, "flattened ball of cream coloured light." At times the light would fall inwardly and appear to be about to vanish. The motion was unsteady, yet kept to what appeared to be a steady course. The light from the object seemed unreal. Another witness described it as a "mellow light."

The object was quite low, some 30 feet above the ground, but no sound was ever heard by any of us. We were all convinced that what we were observing was no aircraft. The size of the object is difficult to determine, and none of us would like to guess at it, not knowing the distance between us and the object. However, sticking my neck out somewhat, I would say it could have been some 2-3 miles away. The object was visible for some 40 to 60 seconds. The speed was again difficult to estimate, but we figured around the 100 mile mark. At arms length the object would be just larger than a pea. The object disappeared and re-appeared in and out of scattered cloud. We stayed in the area for another hour and noticed around nine aircraft, all of which were totally different in appearance to the object.

The following day, Saturday 16th October, an article appeared in the Yorkshire Evening Post which dealt with a supposed UFO sighting seen over the Rowntree Mackintosh factory in York. This occurred some 100 minutes after our sighting. Unfortunately, attempts by us to glean more information from the police & witnesses have fallen on deaf ears. The object we saw moved in a north to south, curved trajectory, and if it did travel at our estimated speed of 100mph, would have been able to reach York much sooner, (if we are to suppose both sightings are related).

The object seen by us was on an air route, but the genuine aircraft we saw that night were visible for around 2½ minutes, and remember, no sound was heard. After the object disappeared, an aircraft appeared from the general direction where we last observed it. One other point of interest. Over the last two weeks prior to the sighting, no fewer than TEN sightings, similar to this one, have occurred in this area. These are at present being processed into one case file. Over the page is a statement given by one of the witnesses that night, and this he has signed.

Statement from Glenn Edward Wallace; Born 16.11.58. Occupation Mechanic.

The report that I am about to give is true, and to the best of my knowledge. On the night of October 14th 1982, myself and three close friends whom I have known for many years and consider to be very rational people, departed from Bradford University heading towards Skipton via Keighley. We arrived in Skipton at approximately 00.12am 15th October. The reason we were out that night was to observe the sky in the region of Skipton, North Yorkshire, which has seen many UFO sightings in the last two weeks.

I was driving the vehicle. From Skipton we took the B6265 Skipton to Grassington road. After the road had climbed for a while and we were looking for a parking space, I was driving at 25mph, suddenly from the right of the windscreen and two thirds up the windscreen, a small star sized object shot across towards the left in at approximately 30 feet above the ground towards the left of my car. The object appeared to be red and travelled in a straight line. The speed was phenomenal, and the object was visible for approximately 4 seconds. My friend to me in the passenger seat (Mark) observed the object as well, and I exclaimed "what was that?" The two ladies in back leaned forward to look but both did not see the object. Everybody was quite excited, and were discussing what it was. Eventually 'shooting star' was the nearest description we thought would fit the light. But I have seen many shooting and thought this was a little unusual so I stay open-minded.

We continued around another mile. Altogether approximately $\frac{3}{4}$ miles from Skipton, we found a lay-by on the left of the road. Having turned the car around so the vehicle was facing back to Skipton, everybody got out and watched the sky. The visibility was clear, with patches of long thin cloud. We observed many shooting stars and one satellite, also around five aircraft were observed. One came directly overhead, the windows, tailplane and most features were visible. Sound was also apparent. By now it was getting colder, we had been observing the night sky for around one hour, everyone returned to the warmth of the vehicle and had refreshments. My friend (Mark) got out of the car and walked in front of the car and observed the sky alone for around five minutes.

We were getting tired, when my friend (Mark) ran back to the car and shouted, "Look at this, quick." Everybody rushed from the car and what I saw was a 'blob' of cream light which was on the right of the car. No noise was apparent. It was about the size of a pea at arms length, approximately two to four miles away, and around 2,000 feet above the ground. The object was travelling around 100-150mph. Just like the light of fluorescent light, and gave the impression of slight rotation. There was no trail from the object, the object appeared to be powered and under control. It was visible for approximately 30-40 seconds and maintained a constant height and speed. Also the direction was constant. Although it appeared to stagger its projectory once, and rise a little. In my opinion this was no aircraft, shooting star or satellite as we had observed these previously. I also live near Leeds airport and have observed planes from all directions, at various times, heights, speeds and under all kinds of weather conditions. I cannot say what it was, but in my opinion it was very unusual.

Two drawings made by the witnesses accompany this report, but are very detailed, and space cannot be found to accommodate them. Members may view them by asking for the case file at any of our meetings.

COMMENT

This particular sighting attracts our interest mainly because it occurred in an area where UFO activity is high, but I am bound to say that having carefully read the statements, I am reluctant to class this sighting into a CEI category simply because all evidence points to a 'nocturnal light.'

My brother Mark has given me a verbal description of his sighting, and this would have been much better on paper, had he put it into words, like for instance Graham Townsends' report. Most UFO organisations would take very little interest in a report of this kind, and the reasons are obvious.

A 'blob' of light is all we have, despite its unusual appearance when compared to aircraft. Geoff Ambler, in his fascinating study of how aircraft lights can confuse (see Awareness) put forward technical data which every investigator should study. Aircraft using strobe lights can be seen over vast distances, and we experienced this on an early skywatch when it took some ten minutes for a formation of aircraft to arrive overhead and eventually disappear. I deliberately inserted the word 'object' for 'UFO' which was used by the witnesses in their report because we have to remember that our organisation HAS to take a balanced view of things, so, please be sure that when you submit future reports you don't always assume the light, object etc you see is automatically a UFO.

I am well aware that we cannot treat any report we receive from this area of high activity too lightly, much has happened in recent times that would make that a dangerous ploy. I am concerned though that we do not get too excited every time something is seen. We must remain impartial at all times, and sift through each report with a fine toothcomb, if we do not, then we are allowing our hearts to rule our heads. I know that this will probably upset one or two people, not least my brother, who remains convinced that what he saw that night WAS a UFO, but I trust reason will prevail. This report would not stand up anywhere, and whilst I am sympathetic towards the witnesses, sceptics and critics would not, they would have a field day.

CONTACT INTERNATIONAL CONFERENCE '83

Will take place on Saturday March 5th at the Aylesbury Civic Centre, Bucks. Aylesbury is roughly 15 miles northeast of Oxford, and we shall convene in the 'Aston Room', part of the main conference hall complex.

The Yorkshire UFO Society has sounded out the idea of hiring a coach to our '83 conference, but support has been wanting. However, we shall be represented in Aylesbury, and a mini-bus may be hired to transport around 12-18 of us. It is important that those of you who wish to go make an approach to us sometime in the early new year, better still, if you are confident of travelling, tell us now. This should be an enjoyable trip, and well worthy of your support. We shall attempt to determine costs as soon as is practicable, but will ensure costs are kept to a minimal.